



Friday, October 21, 2022
Hood River County Transportation District
STIF Advisory Committee Meeting
224 Wasco Loop, Board Conference Room
Hood River, OR 97031
4:30pm – 5:30pm
Agenda

The Hood River County Transportation District STIF Advisory Committee meeting can now be attended live through Zoom conferencing technology. Members of the public can attend by computer <https://us02web.zoom.us/j/83304510467?pwd=Lyt1VXVCQTRTa2hRVFVnMmRrTjRvZz09> or by calling (253)215-8782, Meeting ID: 833 0451 0467, Password: 750565

- 1) Welcome & Introductions – 4:30pm**
- 2) Committee Responsibility**
 - Review Updated Bylaws
- 3) Review FY22 STIF Report**
- 4) Confirm STIF Discretionary & Statewide Network Funding Projects**
 - Review project summaries
 - Prioritize projects
- 5) STIF Poverty Threshold for Hood River County**
 - Review existing threshold by Census Tracts
 - Confirm poverty threshold for Hood River County
- 6) Projected STIF Formula Funds Available**
- 7) Potential STIF 23-25 Biennium Projects**
 - Review potential additional projects
 - Prioritize projects
- 8) Meeting Adjourned – 5:30pm**

To request a reasonable accommodation or language interpreter, including alternative formats and translation of printed materials, please contact CAT's Administration Office no later than 48 hours prior to the meeting at 541-386-4202 (voice) or 7-1-1 (TTY through Oregon Relay Service).

Take CAT to the Meeting! Call (541) 386-4202 for more information on routes and services that come to the CAT Administrative Offices. Masks are required to be worn while on CAT buses and at CAT offices.

Se Habla Español.

Hood River County Transportation District

STIF Advisory Committee By-laws

Article 1: Name

The name of this organization shall be the Hood River County Transportation District Statewide Transportation Improvement Fund Advisory Committee. Hereafter this committee will be referred to as the Advisory Committee.

Article 2: Citations

This Advisory Committee and these Bylaws are established for the purpose of carrying out statutory requirements as established under ORS 184.758(1)(b), ORS 184.761, and ORS 391.800 and the rules establishing the procedures and requirements for administration the Statewide Transportation Improvement Fund, as set forth under OAR Chapter 732, Division 040. Section 0030 and 0035, Dir 42, Section 0020 and Dir 44 Section 0025.

Article 3: Definitions

The following definitions shall apply to the terms used in these Bylaws:

“Areas of High Percentage of Low-Income Households” shall mean geographic areas within Hood River County which are determined to have a high percentage of low-income households. Low-Income Household is defined by shall mean a household total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C 9902(2) for the 48 Contiguous States and the District of Columbia. Pursuant to OAR 732-040-0035(2)(a), it shall be the responsibility of the Advisory Committee to gather data and to seek public input, and to determine the areas of Hood River County in which there exist high percentages of low-income households, and to publish said determination in its Committee minutes and printed public materials.

“Bicycle and Pedestrian Advocates” shall be individuals representing either organizations or standing committees associated with local governments within Hood River County which advocate for and promote bicycle and pedestrian-related issues, goals, projects, or interests, or which exist to advise local government elected officials on matters related to bicycle and/or pedestrian traffic safety and enforcement, pathways and travel lanes, project planning and development, and promote public events.

“Board” shall mean the Hood River County Transportation District Board of Directors.

“Committee” or “The Committee” shall mean the Hood River County Transportation District State Transportation Improvement Fund Advisory Committee. Outside of these Bylaws, this Committee may commonly be referred to as “the STIF Committee”.

“Employer Representative” shall mean any employee, supervisor, manager, or owner of a business enterprise legally operating within the boundaries of Hood River County.

“Environmental Advocates” shall be individuals representing either organizations or standing committees associated with local governments within Hood River County which advocate for any of a

wide range of environmental issues, goals, projects, or interests, or which exist to advise local government elected officials on matters related to the environment or to environmental features of public property.

“Local Government Representative” shall mean an employee of a County, municipal, or special district governmental organization formed and organized under the Oregon Revised Statutes and operating within the jurisdictional boundaries of Hood River County.

“Major Destination” shall mean a well-known and commonly recognized destination within Hood River County, which may either be at one physical location (ex. Hood River County Historical Museum) or a group of destination locations within an industry (ex. local wineries or craft beer breweries.) A “Representative of Major Destinations” may be an employee, manager or owner of a destination or representing a destination industry group, or a member of an organization which promotes tourism within Hood River County generally.

“Non-Profit Public Transportation Service Provider Representative” shall mean a representative of a non-profit transportation service engaged in providing public transportation services within the County, regardless of whether this entity receives public transportation funding.

“Person(s) with Disabilities” shall mean individuals with disabilities which limit or constrain any aspect of their daily life, and may include, but is not necessarily limited to, physical, intellectual, cognitive, developmental, and/or emotional disabilities.

“Persons with Limited English Proficiency” shall be persons as defined in Hood River County’s Limited English Proficiency Plan adopted by the Board, who did not speak English as their original language and who may have limited proficiency in either speaking or understanding written or spoken English, or both.

“Public Transportation Service Provider Representative” shall mean a representative of a publicly managed transportation service engaged in providing public transportation services within the County.

“Representative of Educational Institutions” shall mean a person who is employed by or on the Board of Directors of a K-12 public school; chartered or state-licensed private K-12 school, community college, university, private college, or trade school operating within the jurisdictional boundaries of Hood River County.

“Representative of Low-Income Individuals” shall be a person representing the needs of low-income transportation system users, and who is familiar through association with groups or individuals with special transportation needs of low-income users.

“Representative of Persons with Disabilities” shall be someone representing the needs of disabled transportation system users, and who, through association with groups or individuals, or facilities serving persons with disabilities, is familiar with the special transportation needs of disabled users.

“Representative of Persons with Limited English Proficiency” shall be someone representing the needs of transportation system users with limited English proficiency, and who is familiar through association with neighborhood groups, local school groups, social service or non-profit agencies, with the transportation needs of limited English proficiency users.

“Senior” or “elderly” shall mean persons sixty (60) years of age or older. A “Senior Representative” shall be someone, who may also be a senior, representing the needs of elderly transportation system users, and who is familiar through association with groups or individuals, or facilities serving seniors, with the special transportation needs of elderly users.

“Social and Human Service Provider Representative” shall mean a representative of a social services, human services, or health services agency operating within Hood River County. Said agency may be a public agency, a non-profit agency, or a not-for-profit institution such as a health center.

“Social Equity Advocates” shall be individuals representing either organizations or standing committees associated with local governments within Hood River County which advocate for equity for groups of persons who may be disadvantaged due to but not limited to ethnicity; income or other economic circumstances; limited English proficiency; homelessness; citizenship status; gender identity; sexual orientation; or which exist to advise local government elected officials on matters related to equity.

“Transit Dependent User” shall mean an individual who is dependent on public transportation for mobility due to economic reasons or due to other special transportation needs.

“Discretionary Fund” up to five percent of STIF funds to be disbursed to Public Transportation Service Providers, which includes Qualified Entities, through a competitive grant funding process, pursuant to ORS 184.758(1)(b).

“Intercommunity Discretionary Fund” Up to four percent of STIF funds to be disbursed to Public Transportation Providers through a competitive grant funding process, pursuant to ORS 184.758(1)(c).

“Project” A public transportation improvement activity or group of activities eligible for STIF moneys and a plan or proposal for which is included in a STIF Plan or in a grant application to a Qualified Entity or the Agency. Examples of project types include, but are not limited to: discrete activities, such as purchasing transit vehicles, planning, or operations; and groups of activities for a particular geographic area or new service, such as a new route that includes purchase of a transit vehicle, and maintenance and operations on the new route.

“STIF Formula Fund” Up to 90 percent of the Statewide Transportation Improvement funds to be disbursed to Qualified Entities conditioned upon the Commission’s approval of a STIF Plan, pursuant to ORS 184.758(1)(a).

“STIF or Statewide Transportation Improvement Fund” The fund established under ORS 184.751.

STIF Plan: A public transportation improvement plan that is approved by a Governing Body and submitted to the Agency for review and approval by the Commission in order for the Qualified Entity to receive a share of the STIF Formula Fund.

Article 4: Function

1. Purpose:

- a. Assist the Hood River County Transportation District on matters that pertain to the needs of individuals and persons with disabilities and seniors in Hood River County, to encourage and promote services that meet those needs, and to advocate for a range of services that directly affect the welfare of those who desire or require those services.

- b. Assist the Board in tasks and duties supporting local and regional transportation services funded through the Statewide Transportation Improvement Fund (STIF) and allocated to Hood River County Transportation District, for distribution to Public Transportation Service Providers within and adjacent to Hood River County.
2. Major Tasks: The Committee shall have five (5) major tasks. These are:
- a. Advise staff regarding opportunities to coordinate population-based Formula funds with other transportation programs and services to avoid duplication and gaps in service.
 - b. Participate in updating the Coordinated Transportation Plan every (3) years.
 - c. Review grant applications for acceptance, rejection, or prioritization for funding from the Discretionary Fund and Statewide Transit Network Funds, consistent with OAR 732-044-0025. Advisory Committee members are required to consider the following criteria when reviewing projects under the discretionary STIF Funds as described in OAR 732-044-0025:
 - i. Supports the purpose, as applicable, of the Discretionary Fund or the Intercommunity Discretionary Fund, as described in OAR 732-044-0000.
 - ii. The Discretionary Fund is intended to provide a flexible funding source to improve public transportation in Oregon. It is not a source of ongoing operations funding.
 - iii. The Statewide Transit Network Fund is for improving connections between communities and between communities and other key destinations important for a connected Statewide Transit Network.
 - iv. Improves public transportation service to Low-Income Households
 - v. Improves coordination between Public Transportation Service Providers and reduces fragmentation of Public Transportation Services
 - vi. Consistent with Oregon Public Transportation Plan goals, policies, and implementation plans, including:
 - vii. Integrated public transportation planning where affected communities planned or partnered to develop proposed Projects
 - viii. Technological innovations that improve efficiencies and promote a seamless and easy to use Statewide Transit Network
 - ix. Advancement of State greenhouse gas emission reduction goals
 - x. Support or improvement of a useful and well-connected Statewide Transit Network
 - xi. Does not substantially rely on discretionary state funding beyond a pilot phase for operations projects
 - xii. Supports geographic equity or an ability to leverage other funds (these factors apply when all other priorities are held equal)
 - xiii. Meets any additional criteria established by the Commission
 - d. Review and prioritize the STIF Formula Fund projects and allocated funding proposed for inclusion within the STIF Plan Per OAR 732-042-0020(5) the Advisory Committee shall consider the following when reviewing STIF Formula Fund Projects:
 - i. The extent to which the Project would advance each of the criteria listed at 732-042-0015(2)(c).
 - ii. Whether the Project would maintain an existing service;

- iii. The extent to which the Project goals meet public transportation needs and are a responsible use of public funds; and
 - iv. The extent to which the Project might benefit or burden historically- or currently-marginalized communities both now and in the long term; and
 - v. Other factors to be determined by the Qualified Entity or Advisory Committee such as geographic equity
- e. Ensure that sub-recipients that have received funds are applying the funds in accordance with and for the purposes described within their project proposal.
3. The Committee shall perform the tasks consistent with the administrative requirements set forth under OAR Chapter 732, Division 40, 42, and 44 as defined by Hood River County Transportation District.

Article 5: Membership

1. The Advisory Committee shall consist of no less than (5), and no more than (7) members, appointed by the Board, as follows:
- a. To be qualified to serve on the Committee, an individual must:
 - i. Be knowledgeable about the public transportation needs of residents or employees located within or traveling to and from the County.
 - b. At least one member from each of the following, who shall be a person:
 - i. With low-income, or a person from a low-income household, as defined in Article 3, or a representative of low-income persons or households who use transportation services in the County; and
 - ii. Who is a senior or elderly individual or an individual with a disability, as defined in Article 3 or a representative of seniors or people with disabilities who use transportation in the County; and
 - iii. A representative of a Public Transportation Service Provider or non-profit entity who provides public transportation services, as defined in Article 3.
 - c. Up to four (4) additional members may be representatives from any of the following groups, per OAR 732-040-0035(5)(b) be a person who is a member of or represents one or more of the following:
 - i. local governments, including land use planners;
 - ii. people with disabilities;
 - iii. veterans;
 - iv. low-income individuals;
 - v. social equity advocates;
 - vi. environmental advocates;
 - vii. Black, indigenous, and people of color;
 - viii. bicycle and pedestrian advocates;
 - ix. people with limited English proficiency;
 - x. public health, social and human service providers;
 - xi. transit users who depend on transit for accomplishing daily activities;
 - xii. individuals age 65 or older;
 - xiii. educational institutions;
 - xiv. Public Transportation Service Providers;

- xv. non-profit entities which provide public transportation services;
 - xvi. neighboring Public Transportation Service Providers;
 - xvii. employers; or
 - xviii. major destinations for users of public transit.
- d. The Board will seek to appoint Committee members who represent the diverse interests, perspectives, geography, and the demographics of the County. Consideration may also be given to individuals within these categories who are users of public transportation services provided within the County.
2. Ex Officio Members: The Committee may additionally consist of any the following ex officio members, appointed by the Board as follows:
 - a. One (1) County representative
 - b. One (1) MCEDD representative
 - c. One (1) LINK representative
 - d. Any additional representatives which the Board deems appropriate.
 3. Terms of Office: Terms shall be three (3) years. Any member may serve two (2) successive terms if reappointed by the HRCTD Board of Directors. Terms begin on July 1 and end on June 30. Terms shall be staggered as much as possible.
 4. Member Responsibilities: All Committee members shall regularly attend meetings of the Committee.
 5. Resignation of Membership: Should a member need to resign from the Advisory Committee, they may do so by informing HRCTD staff in writing.
 6. Termination of Membership: The Board may remove Committee members as follows:
 - a. Failure to attend three or more consecutive regular Committee meetings. The HRCTD Board may declare a member's position vacant when the member has had three (3) unexcused absences in one year or no longer meets the residency requirement.
 - b. For cause following public hearing, for reasons including, but not limited to commission of a felony, corruption, intentional violation of open meetings law, failure to declare conflict of interest, or incompetence.

Vacancies: The HRCTD Board shall make appointments to fill vacancies as they occur. Article 9: Meetings

1. Regular Meetings: The Advisory Meeting should meet as often as needed to advise HRCTD staff and review project proposals but no less than two times per year. These meetings will be hosted by HRCTD at 224 Wasco Loop unless otherwise noted, and shall take place during transit operating hours, to facilitate attendance of interested individuals.
2. Quorum: A simple majority of the appointed, and filled, voting membership shall constitute a quorum. All business conducted with a majority vote of the quorum shall stand as the official action of the Committee.
3. Voting: Each Committee member, except ex officio members, shall have one vote
4. Agenda: Agendas of all meetings will be provided to the group approximately 7 days prior to the meeting. Background materials may be included with the agenda for pre-reading and meeting preparation.

5. Notice: Public notice of meetings must be posted in advance to allow reasonable time for the media and interested parties to react to the information. Public notice options include, but are not limited to:
 - a. Email Lists
 - b. Social Media
 - c. Website
 - d. News Media
 - e. Fliers at transit facilities
 - f. Mailings
 - g. Document repositories
6. Minutes: Minutes recording all motions and subsequent action including the number of yes or no votes on each issue shall be taken. In addition, all conflicts of interest shall be noted. Minutes of all meetings shall be posted following all meetings as required under existing HRCTD policy.
7. Roles: HRCTD staff will coordinate and facilitate meetings to ensure the success of the group.

Article 10: Public Records & Meeting Law and Public Engagement

1. Public Records and Meeting Law: The Committee is a public body for the purposes of ORS Chapter 192 and is subject to the statutory procedures related to Oregon public records and meetings. Pursuant to OAR 732-040-035(2)(b), written copies of Committee agendas, minutes, and By-laws shall be made available to the public for a period of no less than six (6) years.
2. Public Engagement: Pursuant to OAR 735-040-0035, the Committee shall strive to seek public engagement in all its deliberative processes, regarding the selection of projects for inclusion and funding in the HRCTD STIF Plan. The Committee will work with HRCTD staff resources to publicize key meetings and hold public forums as needed to ensure maximum public access to information and public participation in priority-setting exercises.

Article 11: Parliamentary Procedure

The current edition of Robert's Rules of Order shall govern the Committee where not inconsistent with these By-laws or any special rules of order the Committee shall adopt.

ARTICLE 12 Conflict of Interest

A potential or actual conflict of interest shall be declared by any member who has or may have a conflict of interest as defined by Oregon law (ORS 244.020), prior to taking any action on the matter causing the conflict. No member shall vote upon any motion which requires declaration of an actual conflict of interest.

Article 13: By-Laws and Amendments

1. By-laws: The Committee shall maintain written By-laws pursuant to OARS 732-040-035 that that include, but are not limited to, name and purpose, committee membership criteria, appointment process, terms of office for the committee members, general procedures of the committee, member duties, meeting schedule, public noticing requirements and engagement processes, and the STIF Plan development process and general decision-making criteria.

2. Review of By-laws: The Committee shall periodically review its By-laws and update them as required, but no less frequently than every three (3) years. Committee By-laws will be reviewed by HRCTD staff and presented to the Board for adoption. The Board may also elect to review Committee By-laws at any time.
3. Amendments: Committee By-laws may be amended by the Board of Directors upon its own motion. Prior to an amendment, the Board of Directors may request a recommendation from the Committee which may recommend changes at any regular meeting of the Committee by a two-thirds vote of the appointed and filled membership, provided that the recommended amendment has been submitted in writing to the Committee members no later than three days before the regular meeting.

Adopted: September 16, 2022

HOOD RIVER COUNTY TRANSPORTATION DISTRICT BOARD OF DIRECTORS

Greg Pack, Board Chair

Statewide Transportation Improvement Fund (STIF) End of Year Report FY22

CAT has six projects as part of the 2021-2023 STIF program – these projects and their associated performance measures are detailed below. This report details their progress and what was accomplished between July 1, 2021 – June 30, 2022.

Project 1 – Low-Income Fare Program

Staff met with key County Players in November & December 2019 with the goal to begin a low-income fare program on January 2020. A low-cost annual pass to be implemented in early 2020 was approved by the Board in December 2019.

The 2022 annual GORge Pass is \$40 Adult, \$20 Youth 17& Under, and \$20 For Next Door Hood River Community ID Holders. The intent of the discount for the Next Door Hood River Community ID holders was to make it more affordable for low-income community members. Additionally, free bus passes are available for eligible clients through the Gorge Transit Connect Program which works with local partner organizations who distribute the passes. CAT staff oversees the management of this program and helps fund the Travel Trainer and Mobility Manager position with MCEDD who works with the different local partner organizations to increase transit awareness and use among vulnerable populations.

In the previous biennium staff worked with the Hood River Valley School District to provide free GORge Passes to middle and high school students who requested them. For the 2021-2022 school year staff worked with the Hood River Middle School, Wy’East Middle School, Options Academy, and Hood River Valley High School to distribute student passes to all students unless their parents opted out of the pass. A total of 2,268 passes were distributed to the schools and all were given to the students in the fall of 2021. Many of these students also come from low-income families.

Quarter	Revenue Miles	Revenue Hours	Ridership	Changes
FY22 – Q1	35,535	1,170	3,912	No changes in service
FY22 – Q2	25,746	887	2,525	No changes in service
FY22 – Q3	34,611	1,102	3,120	No changes in service
FY22 – Q4	34,437	1,173	3,918	No changes in service
FY22 Total	130,329	4,332	13,475	

Project 2 – Targeted Service to Low-Income Individuals

In the summer of 2021 CAT expanded the local Cascade Locks deviated fixed route service to operate 7 days a week and 12 times per day Monday to Friday and 9 times per day Saturday and Sunday. Cascade Locks has been identified as a high-poverty area in the STIF plan. This service connects riders to two fishing in-lieu sites, services, and several hiking trails within and nearby Cascade Locks. The service also connects to the regional Columbia Gorge Express and to Hood River. The service was reduced to weekdays only and 5 times per day on September 20th, 2021. In January 2022 the service was reduced to 3 times per day.

Quarter	Revenue Miles	Revenue Hours	Ridership	Changes
FY22 – Q1	9,747	312	174	Service reduced Sept 2021
FY22 – Q2	13,284	387	302	No changes in service
FY22 – Q3	8,856	137	182	Service was reduced Jan 2022
FY22 – Q4	6,993	216	168	No changes in service
FY22 Total	38,880	1,052	826	

Project 3 – Outreach to Vulnerable Populations

Through outreach conducted as part of the Coordinated Transportation Plan Update 2020 and the STIF plan it was identified that a greater amount of outreach be done to ensure vulnerable populations were aware of the transit options and how to use them. The Planning & Development Manager has appeared on two Radio Tierra shows to discuss the Gorge Transit Connect Program and the Student Passes. CAT is helping to fund the new Travel Trainer and Mobility Manager position with MCEDD. The Travel Trainer and Mobility Manager has been working with different local partner organizations to increase transit awareness and use among vulnerable populations.

Staff has worked to ensure consistent engagement with the community through social media and local channels in English and Spanish. All brochures are bilingual and produced on a seasonal basis when routes change. A specific Dial-A-Ride brochure was created, and student GORge Passes were designed and purchased. A monthly newsletter and service alerts are distributed digitally. Staff worked with the School District to spread awareness to students regarding student passes and transit services available. Staff continues to identify the best ways to engage students and ensure that they are aware of public transit services that are available to them. Staff worked with local partner organizations to spread awareness of the Transit Master Plan Update and ensure hard to reach populations had the opportunity to submit a community survey. The Executive Director appeared on a Radio Tierra show to discuss the Transit Master Plan.

Quarter	Impressions	New Users	Marketing Materials Created
FY22 – Q1	40,725	23,301	2
FY22 – Q2	22,896	11,446	2
FY22 – Q3	31,531	16,375	1

FY22 – Q4	38,406	20,842	1
FY22 Total	133,558	71,964	6

Project 4 – Maintain Existing Services

The Hood River City Route began June 15, 2018 to coincide with the expansion of the Columbia Gorge Express service to Hood River. The service began with a 15-minute peak hour and 30-minute service all day. CAT provided required ADA complementary services using federal and local funds. In September 2018, service changes were made to reflect operational issues (45-minute frequency all day). The route provides transfer opportunities at the Port Transfer Site and at the CAT station to the Columbia Gorge Express, CAT The Dalles Route, CAT Gorge-To- Mountain Express as well as to White Salmon via Mount Adams Transportation.

The Hood River City route provides 2,103 people access to transit within a ½ mile of which 590 low-income households are included. The route offers transfer opportunities from the City of Hood River to the Upper Valley Route which serves Hood River High School where 946 9-12th graders attend school. The COVID-19 pandemic has created many staffing shortages and transportation issues for the Hood River Valley School District. Staff has worked with the school district to create student bus stops on the Upper Valley route and educate students on services available for after school activities.

Due to the COVID-19 health pandemic the City Route service was suspended on March 23rd, 2020. Reduced services resumed on June 1st along with several safety precaution measures put in place to reduce the spread of COVID-19. On November 1st, 2020 service levels were increased to Pre-COVID-19 levels. CAT continues to provide the Weekday Hood River City route service at a 45-minute interval from Monday through Friday.

During the summer of 2021, the weekday Hood River City Route service hours were expanded to accommodate an increased amount of summer visitors and locals doing after work activities or working at service industry jobs. The service operated from 7:00AM to 8:00PM. On September 20th the hours were reduced slightly to 8:30AM to 7:15PM. On April 4, 2022 the hours were expanded slightly for the Spring/Summer to 7:00AM-8:00PM.

The very popular Hood River Trolley was brought back during the summer of 2021 after a year hiatus due to the COVID-19 pandemic. Ridership was strong and very well received by the community. The service was no longer free, valid fares were \$1 or the GOrge Pass. The service operated from 9:45AM to 6:45PM each weekend. On September 19th, 2021 the Trolley was removed from service but Hood River weekend service continued (with reduced hours) to be offered with an enclosed vehicle. The service operated from 9:15AM to 4:45PM. On April 2, 2022 the weekend City Route Hours for the Spring/Summer schedule was expanded to 7:00AM-8:00PM.

Quarter	Revenue Miles	Revenue Hours	Ridership	Changes
FY22 – Q1	21,935	1,414	4,850	Service hours were reduced Sept. 20 th

FY22 – Q2	11,608	848	2,794	No changes were made
FY22 – Q3	16,036	861	2,901	No changes were made
FY22 – Q4	13,218	1,086	4,055	Service hours were increased for Spring/Summer schedule.
FY22 Total	62,797	4,029	14,600	

Project 5 – Capital Expansion and Replacement Program

CAT has received federal funds for new buses, but the new vehicles have not yet been delivered. CAT intends to use STIF funds for grant match.

Quarter	Reduction of on road breakdowns	Reduction of per vehicle maintenance cost	Changes
FY22 – Q1	Pending - Implementation has not begun	Pending - Implementation has not begun	Pending - Implementation has not begun
FY22 – Q2	Pending - Implementation has not begun	Pending - Implementation has not begun	Pending - Implementation has not begun
FY22 – Q3	Pending - Implementation has not begun	Pending - Implementation has not begun	Pending - Implementation has not begun
FY22 – Q4	Pending - Implementation has not begun	Pending - Implementation has not begun	Pending - Implementation has not begun
FY22 Total	Pending - Implementation has not begun	Pending - Implementation has not begun	Pending - Implementation has not begun

Project 6 – ADA Access Improvements

CAT intends to use STIF funds to complete ADA Access Improvements at or near bus stops to ensure people can safely access stops.



STIF DISCRETIONARY AND STATEWIDE NETWORK PROJECT SUMMARIES

Columbia Gorge Express Intercity Service (Staff Priority Recommendation 1)

Hood River County Transportation District (HRCTD) has submitted a letter of intent to apply for 2023-25 STIF Statewide Transit Network funds to preserve existing service levels on the Columbia Gorge Express (CGE). CGE has proven its role as an important part of the Statewide Transit Network and as a backbone for the transit service in the Columbia River Gorge. The CGE travels along the I-84 corridor between Hood River, Cascade Locks, Multnomah Falls, Troutdale, and Portland seven days a week. For this next biennium The Link/MCEDD will apply and operate the service between The Dalles, Mosier and Hood River which historically was done by CAT.

Almost more important than achieving local mobility goals, the State's investment in the CGE's frequent, reliable service in the I-84 corridor has changed the way that land managers and local decision makers are thinking about access management, land use, parking and traffic congestion efforts throughout the Gorge. Some examples include trailhead permit program (Dog Mountain), parking permits (Multnomah Falls), TOD planning (Cascade Locks); TDM strategies (downtown Hood River); transit hub/development (Hood River Port); Car-Free Tourism promotion (Columbia Gorge Tourism Alliance) transit investment (CAT, LINK, MATS & Skamania Transit) and the development of a long-range vision and strategy for the regional transit system (MCEDD & Gorge Partners).

Continued investment will further reinforce:

- how transit can help shape viable and effective transportation/land use options for local communities;
- how local investments in alternative and active modes of transportation will be supported; and,
- how good regional transit and long-term efforts to preserve natural areas, ensure job growth and secure new affordable housing options are connected.

Intelligent Information Systems (Staff Priority Recommendation 2)

Hood River County Transportation District (HRCTD) submitted a letter of intent to apply for STIF Discretionary funds to procure and implement Intelligent Information Systems (ITS) including but not limited to APC's, upgraded dispatching software, real time passenger information systems, and dynamic fare payment solutions.

Ridership is currently collected manually by drivers and then collated by office staff. It is generally acknowledged that while the staff is diligent in tracking ridership and reviewing reporting that passenger trips are undercounted. The current process for tracking ridership allows for human error and the amount of fare revenue collected has been higher than what ridership numbers have reflected.

The projected outcome for this project is that APC's, upgraded dispatching software, and dynamic fare payment solutions would allow the district to have accurate ridership information and improved data for budget, planning, and reporting purposes. Additionally, there will be an improved user experience with enhanced Wi-Fi, improved trip scheduling, simplified payment systems and increased access to information for passengers.

The Link (MCEDD) is considering joining the request. This would allow for increased coordination between the two providers and consistent user experience for riders.

Gorge Regional Transit Network: Inclusive Outreach and Education Project (Staff Priority Recommendation 3)

The Link (MCEDD) submitted a letter of intent to apply for STIF Discretionary funds for the Gorge Regional Transit Network – Inclusive Outreach and Education Project. Hood River County Transportation District will contribute to the match. The Gorge TransLink Alliance is a partnership of five public transportation providers that serve a rural, bistate region. The regional fixed route transit network has recently expanded significantly, but surveys show that many residents are still unaware of or don't know how to use this important public resource. The primary goal of the Gorge Regional Transit Network Public Outreach and Education project is to increase ridership, especially among the transportation disadvantaged residents who live within the service area (includes Portland/Vancouver) of the providers by using culturally appropriate and engaging outreach and education strategies.

Through this project the below deliverables will be created.

- Co-create messaging and outreach activities with community-based organizations
- Develop new outreach communications targeting transportation disadvantaged populations in the regional transit service area using inclusive photography, events, guided transit trips, social media, printed materials including targeted itineraries & trip guides: Migrant/Seasonal Farmworkers, Limited English Proficiency, older adults, people with disabilities, houseless population, Native Americans
- Integrate gorgetranslink.com, gorgepass.com, Columbiagorgecarfree.com and review for accessibility
- Simplify all communications to present the local fixed route services as one regional network

- Expand the reach of the Gorge Equity fund, which provides free annual passes to low-income residents
- Communicate first mile/last mile/walk-roll options



Memo

To: HRCTD – STIF ADVISORY COMMITTEE
From: Amy Schlappi, Executive Director
Date: October 21, 2022
Re: Definition of High Percentage of Low-Income Households

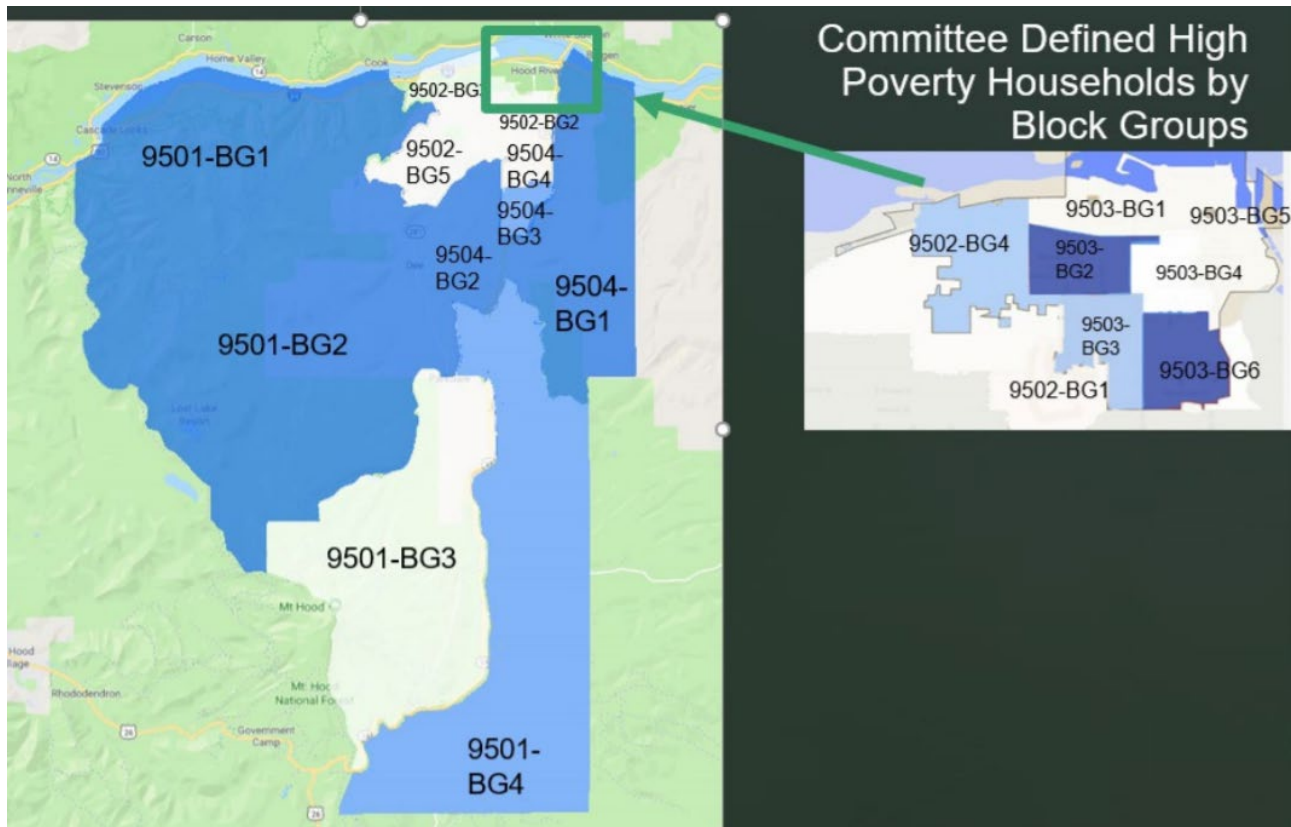
Background

Per the STIF Advisory Committee Bylaws and pursuant to OAR 732-040-0035(2)(a), it is the responsibility of the Advisory Committee to determine what percentage of low-income individuals in a specific geographic area is required to be considered a “high percentage of low-income households”. Low-Income Household is defined by a household total income of which does not exceed 200% of the poverty guidelines updated periodically in the Federal Register by the U.S. Department of Health and Human Services under the authority of 42 U.S.C 9902(2) for the 48 Contiguous States and the District of Columbia.

For the 2021-2023 Biennium STIF Plan the STIF Advisory Committee chose to make the threshold for Hood River County to be defined as Census block groups within the County that have 30% or more of households with an income level that is 200% or less of the federal poverty standards. This is visually depicted in the graph and image below.

POVERTY STATUS IN THE PAST 12 MONTHS BY HOUSEHOLD

Census Tract	Numbers of Households by Level of Poverty								Total % of Households at Level of Poverty				
	Total	< .50	50% - 99%	100% - 124%	125% - 149%	150% - 185%	185% - 200%	> 200%	200%	150%	125%	100%	Median Income
Block Group 6, Census Tract 9503, Hood River County, Oregon	649	43	183	24	43	0	6	350	46%	45%	39%	35%	\$ 33,980.00
Block Group 2, Census Tract 9504, Hood River County, Oregon	507	30	2	43	102	29	21	280	45%	35%	15%	6%	\$ 59,607.00
Block Group 2, Census Tract 9503, Hood River County, Oregon	541	28	144	22	7	38	0	302	44%	37%	36%	32%	\$ 45,977.00
Block Group 1, Census Tract 9501, Hood River County, Oregon	534	32	35	25	73	53	17	262	44%	31%	17%	13%	\$ 34,375.00
Block Group 2, Census Tract 9501, Hood River County, Oregon	318	1	31	84	11	5	0	185	41%	40%	36%	10%	\$ 52,411.00
Block Group 1, Census Tract 9504, Hood River County, Oregon	615	32	42	15	71	57	9	389	37%	26%	14%	12%	\$ 57,798.00
Block Group 3, Census Tract 9504, Hood River County, Oregon	654	45	9	16	60	67	23	434	34%	20%	11%	8%	\$ 60,898.00
Block Group 3, Census Tract 9503, Hood River County, Oregon	161	0	27	0	7	11	7	108	33%	21%	17%	17%	-
Block Group 4, Census Tract 9502, Hood River County, Oregon	726	49	50	35	14	57	25	495	32%	21%	19%	14%	\$ 57,419.00
Block Group 4, Census Tract 9501, Hood River County, Oregon	275	6	0	59	0	18	0	180	30%	24%	24%	2%	\$ 88,875.00
Block Group 1, Census Tract 9503, Hood River County, Oregon	403	66	4	11	0	0	24	299	26%	20%	20%	17%	\$ 33,829.00
Block Group 2, Census Tract 9502, Hood River County, Oregon	229	12	0	0	6	32	7	171	25%	8%	5%	5%	\$ 55,815.00
Block Group 4, Census Tract 9504, Hood River County, Oregon	149	0	0	0	18	0	19	112	25%	12%	0%	0%	\$ 50,662.00
Block Group 3, Census Tract 9502, Hood River County, Oregon	525	47	0	56	0	24	0	399	24%	20%	20%	9%	\$ 71,733.00
Block Group 4, Census Tract 9503, Hood River County, Oregon	317	0	44	0	0	11	5	256	19%	14%	14%	14%	\$ 50,592.00
Block Group 1, Census Tract 9502, Hood River County, Oregon	507	0	0	14	54	8	18	413	19%	14%	3%	0%	\$ 58,125.00
Block Group 3, Census Tract 9501, Hood River County, Oregon	195	2	8	0	8	10	0	158	15%	9%	5%	5%	\$ 66,250.00
Block Group 5, Census Tract 9502, Hood River County, Oregon	616	72	0	10	0	6	0	528	14%	13%	13%	12%	\$ 81,569.00
Block Group 5, Census Tract 9503, Hood River County, Oregon	292	0	0	0	0	17	13	262	10%	0%	0%	0%	\$ 67,600.00
State of Oregon									35%	25%	21%	16%	\$ 57,532.00



Impact

The intent of defining graphical areas where there is a high percentage of low-income households is to ensure STIF formula funds are serving vulnerable community members.

Action Required

The STIF Advisory Committee must determine what percentage of low-income individuals in a specific geographic area is required to be considered a high percentage of low-income households.

Options

Based on committee members' knowledge of the community they may choose one of the options below or adjust the definition as appropriate:

1. Keep Status Quo – Keep the threshold as Census block groups within the County that have 30% or more of households with an income level that is 200% or less of the federal poverty standards.
2. Reduce the Threshold – Due to the current inflation and increasing gas prices the committee may choose to reduce the threshold to Census block groups within the County that have 25% or more of households with an income level that is 200% or less of the federal poverty standards. The intent



would be to recognize that the cost of living has increased, and additional households could benefit from an updated definition.

Staff Recommendation:

Staff does not have a specific recommendation.